

# Vehicle Views

<http://www.gsa.gov/vehiclepolicy>

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## The State Department in Cairo, Egypt

**D**id you see this person at the last two FedFleet Workshops? The most amazing fleet professionals attend the FedFleet Workshop and Information Fairs! Tarek Nour is the fleet manager for the State Department in Cairo, Egypt. Here is his story:



*Tarek Nour*

I manage 350 vehicles. Seventy percent of our fleet is General Motor's vehicles. We also have Jeeps, and some European vehicles. We have all types of vehicles: sedans, vans, light and heavy trucks, and forklifts. We purchase most of our vehicles through the State Department from GSA.

We have a vehicle replacement program based on mileage driven, year, model, and vehicle condition.

All of our vehicle repairs are done in-house except body repair and painting. We provide routine preventive maintenance in accordance with the manufacturer's schedule of periodic maintenance and emergency service on client vehicles. We also perform maintenance and minor repairs on lightly armored vehicles. We are

certified to perform GM warranty work in conjunction with the GM Egyptian office.

My greatest challenges are the cultural differences between American passengers and Egyptian drivers, the availability of spare parts and technicians that can work on American vehicles, and using and maintaining specialty vehicles such as heavy and light armored vehicles.

I have 65 employees serving at the Motor Pool that is divided into three different locations:

- Motor pool operation: a supervisor, 2 admin, 31 drivers, 2 dispatchers, 2 dispatchers/drivers, 4 servicemen, and 2 gas pump attendants;

*Continued on page 2*

## CAIRO from page 1

- Workshop: an admin clerk, a chief mechanic, 2 auto mechanic foreman, 16 mechanics, 2 servicemen; and
- A purchasing agent.

We recently set up a revolving fund (ICASS) to provide vehicles and drivers for the State Department and other federal agencies in Egypt. My

operation provides the following services:

- Provide light-armored vehicles and drivers to operate home to office shuttles,
- Provide gasoline service for 350 vehicles,
- Provide clean, mechanically sound and reliable vehicles, and safe, courteous drivers for all authorized vehicle users, and

- Arrange ground transportation and supervise vehicle movements for VIP visits as required.

Currently we are starting to establish a training program for our mechanics and drivers. We will also establish programs in our Middle and Far East posts including American Embassies in Sudan, Algeria, Pakistan, Bangladesh, Qatar, and Uganda. ■



The General Services Administration's (GSA) Automotive Division's on-line AutoChoice program has undergone several enhancements in an effort to expand its capabilities and assist customers in making informed choices for their vehicle purchases.

AutoChoice allows customers to:

- Choose Vehicle Makes and Models
- Compare Base Prices & Equipment Options
- Compare Miles Per Gallon (MPG) (Sedans and Light Trucks Only)
- Check Status (Sedans and Light Trucks Only)
- Place An Order On-line
- Link To The Federal Vehicle Standards

The program contains information on sedans, light trucks, light duty body trucks, medium/heavy trucks and buses.

## New Enhancements

1. The newest enhancement to AutoChoice is that it now includes standard items under the STAN (Standardized Trucks Available Now) program. STAN covers the following medium/heavy trucks: cab & chassis, dump trucks, van body trucks, stake trucks, truck tractors and maintenance/line body trucks.
2. Standard Items under our BARB (Buses All Ready to Buy) program are also now included in our AutoChoice program. It covers the following types of buses: school (adult passenger), shuttle, transit and coach. You can view the various types of buses and available options, configure your vehicle, compare prices and place an order.
3. The OEM Clarifications tab provides clarifications covering vehicle equipment options from DaimlerChrysler, Ford, General Motors and Honda for each model.
4. The Features and Specifications tab is available for sedans and light trucks (without body applications). This tab provides more detailed information about

each model to assist customers in selecting the right vehicle for their agency's mission.

5. AutoChoice includes a section entitled Alternative Fuel Vehicles (AFVs). This section is located under Vehicle Types and provides customers quick and easy access to view the standard items, which represent alternative fuel vehicles. The listing is categorized by AFV type.

If you would like to view AutoChoice, visit our web site at: [fss.gsa.gov/vehicles/buying](http://fss.gsa.gov/vehicles/buying) then click on the AutoChoice button. The first time you use the program you will need to register as a new user. You will need to know your agency and bureau codes. In addition to configuring and pricing the vehicles that provide the best value, you can add your choice(s) to the "Garage" and place your order with GSA Automotive electronically. If you need assistance is accessing this information, please contact GSA Automotives' Customer CARE line on (703) 308-CARS.

Stay turned for further enhancements to: Customer CARE (703) 308-CARS [fss.gsa.gov/vehicles/buying](http://fss.gsa.gov/vehicles/buying) ■

## DOE Funds 24 Alternative Fuel Vehicle Infrastructure Projects

To support expanded use of alternative fuels in U.S. Department of Energy (DOE) fleets nationwide, DOE's Field Operations Testing Activity and its Federal Fleet Alternative Fuel Vehicle (AFV) Activity have selected 23 alternative fuel infrastructure projects at 12 DOE facilities to receive \$2.7 million of funding.

The projects involve the construction of AFV fueling infrastructure such as fueling stations and storage tanks.

The alternative fuel infrastructure projects include 11 or 12 E85 (85 percent ethanol) projects, 8 or 9 CNG (compressed natural gas) projects, and 4 B20 (20 percent biodiesel) projects.

The 12 DOE facilities, their locations, and types of alternative fuel infrastructure projects are:

- Bonneville Power Administration (Vancouver, Wash. and Portland, Ore.) - 2 CNG projects
- Fermi National Accelerator Laboratory (Batavia, Ill.) – 1 E85 project
- Idaho National Engineering and Environmental Laboratory (Idaho Falls, Idaho) – 1 B20, 2 CNG, and 1 E85 projects
- Lawrence Berkley National Laboratory (Berkeley, Calif.) – 1 E85 project
- Lawrence Livermore National

Laboratory (Livermore, Calif.) - 1 CNG project

- Los Alamos National Laboratory (Los Alamos, N.M.) – 1 B20 and 2 E85 projects
- National Energy Technology Laboratory (Morgantown, W.Va. and Pittsburgh, Pa.) – 2 CNG and 2 E85 projects
- Nevada Test Site (Las Vegas, Nev.) – 1 E85 or CNG project
- Oak Ridge National Laboratory (Oak Ridge, Tenn.) – 1 B20 and 2 E85 projects
- Pantex Facility (Amarillo, Texas) – 1 E85 or 1 CNG project
- Richland Operations Office/Hanford Site (Hanford, Wash.) – 1 E85 project
- Sandia National Laboratory (Albuquerque, N.M.) – 1 B20 and 1 CNG project

DOE targeted infrastructure development projects that have the greatest potential to help DOE fleets comply with Executive Order 13149, which requires a 20 percent reduction in petroleum use. These projects were also evaluated for their potential to provide alternative fuel to state and local government fleets, commercial fleets and the public.

In addition to the above infrastructure funding activities, DOE, through its Field Operations Testing Activity, tests and evaluates advanced technology vehicles,

including electric and hybrid vehicles, and hydrogen, natural gas, biodiesel and propane fueled vehicles. DOE's Federal Fleet AFV Activity supports the expansion of alternative fuel infrastructure by encouraging the placement and use of federally owned AFVs.

By encouraging AFV use, these DOE Activities help achieve energy security and environmental quality goals at both the national and local levels.

These DOE infrastructure projects, and the Federal Fleet AFV and Field Operations Testing Activities are elements of the DOE programs that are managed for the DOE Office of FreedomCAR and Vehicle Technologies by the DOE Idaho Operations Office and the Idaho National Engineering and Environmental Laboratory (INEEL) in Idaho Falls, Idaho.

For more information, visit the AFV USER Activity's web page <http://www.ott.doe.gov/epact/afvuser.shtml> or the Field Operations Testing Activity's web page <http://ev.inel.gov/fop> or contact Mike Anderson (DOE) [ANDERSMR@ID.DOE.GOV](mailto:ANDERSMR@ID.DOE.GOV) (208) 526-7418.

Media contacts:  
Tim Jackson, DOE-ID (208) 526-8484, [JACKSOTB@ID.DOE.GOV](mailto:JACKSOTB@ID.DOE.GOV), or Steve Zollinger, INEEL, (208) 526-9590, [gaz@inel.gov](mailto:gaz@inel.gov)

Visit the INEEL Web site at: <http://www.id.doe.gov/doeid/index.html>

## DOE Completes Testing on Three Hydrogen Fueled Vehicles

DOE News Release  
FOR IMMEDIATE RELEASE  
Oct 31, 2002

The U.S. Department of Energy, through its Advanced Vehicle Testing Activity, has finished testing three hydrogen-fueled vehicles with internal combustion engines. The primary testing objective was to evaluate the safety and reliability of operating vehicles on hydrogen and blended hydrogen fuels; secondary objectives included quantifying vehicle emissions, cost and performance.

The three vehicles were operated safely for 26,000 miles on 100 percent hydrogen gas and blends of hydrogen gas and compressed natural gas (CNG).

The vehicles were fueled at the Arizona Public Service (APS) Alternative Fuel Pilot Plant in Phoenix, Arizona. The hydrogen is generated and compressed onsite by operating a Proton Exchange Membrane fuel cell in reverse, and the CNG is compressed onsite from low-pressure natural gas street service. The hydrogen/CNG facility was constructed and is operated by APS and Electric Transportation Applications, in cooperation with the Advanced Vehicle Testing Activity.

The hydrogen and hydrogen/CNG test vehicles, powered by internal combustion engines, included a Ford F-150 pickup running on up to 50

percent hydrogen, a second F-150 pickup running on up to 30 percent hydrogen, and a Mercedes van running on 100 percent hydrogen. The emissions were extremely low compared to a gasoline-fueled F-150 and to California emissions standards. The testing also suggested that it might be possible to extend oil change intervals well beyond the conventional 3,000 miles with the use of hydrogen/CNG fuel.

For additional information on the above vehicle testing visit the Advanced Vehicle Testing Activity's Web pages at:  
<http://ev.inel.gov/fop/hydro.html>

DOE, through its Advanced Vehicle Testing Activity, conducts Baseline Performance, Accelerated Reliability and Fleet testing on advanced technology vehicles. (The Advanced Vehicle Testing Activity is a component of DOE's FreedomCAR and Vehicle Technologies Program).

These elements of the Advanced Vehicle Testing Activity are managed for the DOE Office of Energy Efficiency and Renewable Energy from the Idaho National Engineering and Environmental Laboratory in Idaho Falls, Idaho. For more information on this Activity, and its testing methods, visit the Advanced Vehicle Testing Activity Web page <http://ev.inel.gov/fop> or contact Jim Francfort at [francfje@inel.gov](mailto:francfje@inel.gov) (208) 526-6787.

Media contact: Steve Zollinger, (208) 526-9590, [gaz@inel.gov](mailto:gaz@inel.gov)

Visit our Web site at <http://www.inel.gov> ■

## Free Electric Cars What's the Catch?

No catch. During the July 2002 National Federal Fleet conference held in Kansas City, Mr. John Butze, Sales Manager for Global Electric Motorcars (GEMS), a subsidiary of Daimler Chrysler, approached the DOD members present and offered to give over 500 GEMs to DOD bases located in California. After clearing some legal hurdles through the various DOD and service general counsels, the gifts were accepted. Deliveries began in Oct 2nd. While DOD cannot claim EPACT credits for the GEMS, they do offer another mode of transportation and advancing their fuel reduction mandates in accordance with EO 13149. ■

## Air Force Alternate Fuels Program Takes Off at Tinker

*\*Reprinted from Air Force News Archive*

by Tech. Sgt. Scott Elliott  
Air Force Print News

Logisticians at Tinker Air Force Base, Okla., are the latest to embrace the future with renewable fuels by mixing a bit of soybean oil into their diesel tanks.

Congress, through the Energy Policy Act of 1992, tasked the Air Force, along with all other federal agencies, to take the lead in finding ways to reduce the nation's dependence on petroleum and improve air quality.

"Tinker's delivery of 'biodiesel' is the (latest) piece of the Air Force's alternative fuels program," said Col. Thomas Keller, chief of the infrastructure and vehicles division within the Air Force's installations and logistics directorate.

Biodiesel is a product made through a chemical reaction of alcohol with vegetable oils, fats, or greases. The Air Force currently uses B-20, a blend of 80 percent diesel and 20 percent soybean-derived biodiesel. Although a vehicle may burn as much B-20 as it did standard diesel, actual petroleum consumption is reduced.

Tinker joins Peterson AFB, Colo., Vandenberg AFB, Calif., Patrick AFB, Fla., and Scott AFB, Ill., as the service's leaders in the alternative

fuels movement, and more bases are coming on line.

"The beauty of biodiesel is that it requires no vehicle modification," Keller said. "You can take the same dump truck that's burned diesel for 10 years and put biodiesel in it without changing a thing, and we're getting alternate fuel vehicle credit (from the Energy Policy Act of 1992)."

Another benefit is lower maintenance, thanks to biodiesel cleaning carbon out of engines and allowing them to run more efficiently, said Senior Master Sgt. Rex Curry, chief of the vehicle maintenance policy and procedures team.

"Biodiesel also has more lubricity than basic diesel, so things don't wear out as quickly," Curry said. "At some point (in the future), industry-wide, it is extremely likely that you won't be able to buy diesel without it being blended with (at least 2 percent of) some bio-mass type fuel.

"It's kind of like ethanol," he said. "In some places, like Colorado, you get 10 percent ethanol (blended into gasoline) all the time."

Reducing the amount of diesel fuel consumption is just as much an

ethical issue as it is a Congressional mandate, Keller said.

"It's been proven that diesel (exhaust) is a carcinogen," he said. "We have school buses full of children (driving) around, and we're (exposing them) to cancer."

"There's a study that offers proof that buses burning (standard) diesel fuel (are) 46 times higher in carcinogens than a bus burning biodiesel," Curry said. "We can, literally, save children's lives by using biodiesel."

Besides eliminating carcinogens from exhaust, the fumes have a pleasant side effect.

"It smells like whatever the 20 percent (additive) was," Curry said. "If it's soy, it smells like soy; if it's chicken fat, it smells like Kentucky Fried Chicken going down the road. (According to) one article, the biodiesel smelled like popcorn."

By joining the biodiesel revolution, Tinker is helping ensure the Air Force will meet one of the act's tougher mandates: that 75 percent of new vehicle acquisitions be alternative fuel-capable by 1999. The Energy Policy Act of 1992 was amended in 1998 to give agencies one alternative fuel vehicle acquisition credit for every 2,250 gallons of B-20 used.

"We're going to get very close (to meeting our goal) this year," said Lt. Col. William Fisher, chief of the vehicle policy team. "With increased use of these biodiesel fuels, I predict, we'll exceed them next year." ■

## E85 Scores Big in DOE Grants Program

Secretary of the U.S. Department of Energy (DOE) Spencer Abraham recently announced that the DOE had issued grants to assist in the establishment of an additional twenty public and private E85 fueling stations across the nation.

A total of \$807,403 has been awarded to specifically support the establishment of E85 fueling sites. Phil Lampert, Executive Director of the National Ethanol Vehicle Coalition (NEVC) stated, "This is the largest single award that has ever been made by a federal agency to advance the establishment of E85 fueling sites. These funds are part of the monies that the Congress appropriated for use by E85 advocates during fiscal year 2002."

NEVC spokesperson Michelle Saab also noted that almost 50% of the E85 funds would be used "outside the generalized farm belt" of the Midwest. "We are seeing a nationwide interest in the use of E85 as a form of alternative fuel, and while the majority of the fueling sites are certainly located in the Midwest, we expect the major advances in infrastructure development will take place on the east and west coasts."

Projects receiving funding include:

- Dover, Delaware: 1 new E85 fueling station;
- Twin Cities of Minnesota: 8 new E85

fueling stations;

- Buffalo, NY: 3 new E85 fueling stations;
- Southeast Wisconsin: 3 new E85 fueling stations;
- Titusville/Kennedy Space Center: 3 new E85 fueling stations;
- Cleveland, Ohio: 1 new E85 fueling station;
- Fargo, North Dakota: 1 new E85 fueling station.

For additional information regarding NEVC, visit their web site at [www.E85Fuel.com](http://www.E85Fuel.com).

Contact:  
Michelle Saab  
(573) 635-8445 ■

## McChord Air Force Base to Open E85 Pump

McChord Air Force Base in Washington state celebrated the opening of their Alternative Fuels Service Station on November 15, 2002. The station will carry the alternative fuels biodiesel and E85.

We were using CNG, but we had to drive five miles to Pierce County Transit to fill up," said SMSgt Michael A. Holgate, Fuels Manager at the base. "By the time you drove there and back, you only had half a tank left!" It was an easy decision to install the E85 pump.

"The fleet manager came to me and

asked about the possibility of getting E85," said Holgate. "At about the same time, headquarters was pumping information out about alternative fuels and asked who wanted to be a test base. We volunteered immediately."

The cost to modify the existing refueling station with both E85 and biodiesel was about \$68,000. A 12,000 fiberglass tank was converted to store the clean, alternative fuel – E85. This domestically grown fuel contains 85% ethanol and 15% gasoline.

Over two million vehicles on the road today can run on the renewable fuel. McChord has twenty-one E85 compatible vehicles on base with a projected acquisition of 85 more. For a complete listing of flexible fuel vehicles available today, visit [www.E85Fuel.com](http://www.E85Fuel.com).

"The only difficult part right now is the logistics of getting E85 here. It has to be trucked from Idaho which takes a couple days. This also makes small delivery quantities hard to negotiate. Most vendors will not make a trip like that for 1,000 gallons," commented Holgate.

The E85 pump is already in use and hooked up to the base's key activated dispensing system. "That means well over 50% of the fleet is running on alternative fuels at McChord!" exclaimed Holgate.

The November 15 Grand Opening Event's attendees were GSA representatives, the local E85 Commission and McChord base officials.

Contact person: Michelle Saab  
(573) 635-8445  
[msaab@e85fuel.com](mailto:msaab@e85fuel.com) ■

## EPA Releases Comprehensive Study on Biodiesel Emissions

### *Dramatic Reductions in Particulate Matter, Unburned Hydrocarbons, and Carbon Monoxide*

**JEFFERSON CITY, Mo.** –The Environmental Protection Agency (EPA) has released a new comprehensive technical report of biodiesel emissions data that shows biodiesel use can reduce emissions of particulate matter by 47 percent when compared to petroleum diesel in unmodified diesel engines. The report also verified a 67 percent reduction in unburned hydrocarbons and a 48 percent reduction in carbon monoxide with pure biodiesel (B100). While the technical report, which is a compilation of 39 separate scientific studies, is not an official rulemaking, the release of the report by EPA provides a government-validated reference for federal, state and local pollution strategies to reduce emissions that are harmful to human health and the environment.

EPA prepared the report because of increasing interest in biodiesel, a domestically produced alternative fuel that can be made from any fat or vegetable oil. Biodiesel works in any diesel engine with few or no modifications and has achieved a full national standard (ASTM D 6751). More than 250 vehicle fleets use B20, a mixture of 20 percent biodiesel with 80 percent petrodiesel, commercially nationwide. Lower level biodiesel blends, such as B2 or B5, are used in countless pieces of equipment from

tractors to over the road semi trucks, and hundreds of fuel distributors are now carrying biodiesel blends nationally.

“This EPA evaluation provides independent confirmation of the emissions benefits of biodiesel, which is important for air planners and customers who are evaluating the switch to biodiesel,” said Joe Jobe, executive director of the National Biodiesel Board (NBB). “We are pleased that the EPA numbers are actually a little higher than our own analysis, and that they show benefits can be obtained at any biodiesel concentration in a mostly linear fashion, as we have been advising. We are planning to adopt the EPA analysis so NBB and EPA will be giving out the same set of numbers.”

During the last few years, biodiesel has enjoyed commercial success as one of the most thoroughly tested fuels in the country. “The fact that biodiesel is so well tested actually led to some uncertainty as to which set of emissions data was most accurate,” said Steve Howell, technical director for the National Biodiesel Board and chairman of the American Society of Testing and Materials (ASTM) Biodiesel Standards Taskforce.

“The EPA analysis takes any uncertainty out of the equation, and even shows more incremental emissions benefits at the B20 level than for B100. To be conservative, we have been using a straight line relationship with blend concentration. While it remains true that maximum emissions reduction per vehicle can be obtained with B100, for fleets with many vehicles the EPA analysis shows a better value at concentrations lower than B100. Using B20 in 100 vehicles will actually reduce more pollution overall than using B100 in 20 vehicles.”

To provide the comprehensive assessment, EPA analyzed 80 prominent biodiesel emissions studies, including research performed by the U.S. Department of Energy, the U.S. Department of Agriculture, Lovelace Respiratory Research Institute and Southwest Research Institute. Thirty nine out of the 80 were used for the actual correlation. The current NBB correlation used 8 studies. The majority of the 39 studies were performed on heavy-duty engines. EPA then developed a set of emissions curves based on the concentration of biodiesel. After peer review and a planned public workshop “...to assure that our correlations represent the best current scientific understanding of the emissions impacts on biodiesel,” the correlations will likely become the industry standard for biodiesel. Due to the sheer volume of studies used by EPA, changes suggested in the peer review and workshop are expected to be minor, if any.

***Continued on page 8***

## **BIODIESEL from page 7**

EPA concluded that when compared to petroleum diesel, biodiesel has the following average effect on these regulated emissions:

	<b>B100</b>	<b>B20</b>
Total Unburned Hydrocarbons	-67%	-20%
Carbon Monoxide	-47%	-12%
Particulate Matter	-48%	-12%
NOx	+10%	+2%

“When you combine these emissions benefits with reductions in other air toxics and potential cancer causing compounds, the 78% carbon dioxide reductions from the full life cycle analysis performed by DOE and USDA, and the fact biodiesel is already a less than 15 parts per million sulfur fuel—it is very positive for biodiesel,” Howell said.

New diesel after-treatment technology—technology that is enabled by fuels with less than 15 ppm sulfur like biodiesel—will very soon be capable of reducing NOx by more than 90%. This will serve to round out the biodiesel emissions profile for NOx. “We are working with some of the leading edge OEM’s on this technology right now,” Howell said. “The future for biodiesel looks brighter than ever.”

*The EPA study can be viewed at [www.epa.gov/otaq/models/biodsl.htm](http://www.epa.gov/otaq/models/biodsl.htm).*

*Readers can learn more about biodiesel by visiting [www.biodiesel.org](http://www.biodiesel.org).*

*The National Biodiesel Board is funded in part by the United Soybean Board and state soybean board checkoff programs. ■*

## **California Fuel Cell Partnership Opens 1st Satellite**

### **Hydrogen Fueling Station**

**T**he California Fuel Cell Partnership (CaFCP) today commissioned its first “satellite” hydrogen fueling station in the San Francisco Bay Area, providing clean fuel for fuel cell electric vehicles. The station - an electrolyzer system using electricity and plain water to make hydrogen - represents another step forward for demonstrating alternatives for a hydrogen fuel cell vehicle infrastructure.

The fueling station is located at the AC Transit bus facility in Richmond, California. The equipment is manufactured and installed by Stuart Energy of Ontario, Canada. Both AC Transit and Stuart Energy are members of the CaFCP. The partnership also contributed resources and expertise to the project. The primary purpose of the fueling station is to serve automotive companies affiliated with the CaFCP, who operate their fuel cell vehicles at the CaFCP headquarters in West Sacramento. The two locations are about 70 miles apart. The station is an important part of the partnership’s continuing effort to understand and develop technologies needed to bring the vehicles to market. “This is a key achievement for the partnership this year - to be able to extend the test-drive range of our fuel cell vehicles beyond the Sacramento area, and to learn about potential fueling

infrastructure technologies through real-world experience,” said Don Huberts, CaFCP Chairman and CEO, Shell Hydrogen.

Jon Slangerup, President and CEO of Stuart Energy said, “This station is important for us and for the future of hydrogen fuel. Lack of a hydrogen fueling infrastructure is commonly cited as a challenge to the introduction of fuel cell vehicles. Stations such as this are directly addressing this challenge. Stuart Energy’s hydrogen fueling products are cost-effective, clean, convenient and available today. This station is a critical first step that could ultimately form the foundation of a hydrogen-fueling infrastructure for emission-free hydrogen-powered vehicles.”

AC Transit General Manager Rick Fernandez said, “AC Transit begins an exciting new chapter in its 42-year history with the opening of this hydrogen fueling station at our Richmond Operating Division. We are proud to be members of the California Fuel Cell Partnership and to join cooperatively with Stuart Energy and other members of the Partnership in a determined effort to prove to the world the value of hydrogen and fuel cells.”

### **CaFCP News**

The hydrogen station, with a storage

***Continued on page 9***

## **FUEL CELL from page 8**

capacity of 47 kilograms of hydrogen, is capable of supplying the daily fueling needs of a small fleet of vehicles at a fueling rate of one to two minutes per vehicle. Additional satellite stations for fuel cell vehicles are planned in the next few years throughout California.

Ceremonies featured a demonstration of quick and easy fueling of four fuel cell cars manufactured by DaimlerChrysler, Ford, Hyundai, and Toyota, before a crowd of several hundred people from the Richmond community, public officials and CaFCP.

The California Fuel Cell Partnership is a voluntary effort to advance a new vehicle technology that could move the world toward practical and affordable environmental solutions. The Partnership will demonstrate fuel cell-powered electric vehicles under real day-to-day driving conditions; will demonstrate the viability of an alternative fuel infrastructure technology; explore the path to commercialization; and increase public awareness of fuel cell electric vehicles. The Partnership expects to place about 60 fuel cell passenger cars and fuel cell buses on the road by 2003. For more information, visit <http://www.fuelcellpartnership.org>.

For more information, please contact the California Fuel Cell Partnership

at: (916) 371-2870 or by email: [info@cafcp.org](mailto:info@cafcp.org)

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## **5 Reasons Not To Use Retreads**

### **And over 24 Million Reasons Why You Should**

*The information and opinions expressed in this article are strictly the author's and do not reflect any endorsement on behalf of the Federal Vehicle Policy Division or GSA.*

1. I drive a truck for a hobby. I'm not in it for the money. Everybody knows you can't make money in trucking.
2. Not being poor scares me. Makes me break out in hives.
3. My father-in-law told me about his bad experiences with recaps back in 1956.
4. Hey, when I buy a really good apple I throw it away after only enjoying about 1/3 of it. Why

shouldn't I be satisfied getting only 1/3 return on my tire investment?

5. I know the really successful fleets with good tire programs run as many as two and three retreads for every new tire, but I'm just a little guy and I don't want to make as much money as they do. The taxes would kill me.

Sound ridiculous? That's because it is. There is simply no good reason not to use retreaded tires on your

truck. Thousands of trucking fleets and owner-operators already know this. That's why more than 24 million retreaded tires were sold last year in North America.

Retreaded tires are better than ever, thanks to advances in inspection procedures and rubber technology. Retreads are safely used by most major trucking companies, school and municipal buses, fire engines, commercial airlines and military fighter planes, small package delivery services including the U.S. Postal Service and many other types of vehicles.

For more information contact the Tire Retread Information Bureau, toll free (888) 473-8732 or [info@retread.org](mailto:info@retread.org).

Contact person: Harvey Brodsky at (831) 372-1917 ■

## vehicle.policy@gsa.gov

E-mail the Experts in the Federal Vehicle Policy Division

### Question:

Where can I find information on setting up a fleet maintenance program?

### Answer:

You can find a lot of information about vehicle maintenance programs at: [manageyourfleet.gov](http://manageyourfleet.gov). The study module for maintenance program

information can be found at:  
<http://www.knownet.hhs.gov/log/fleetDR/LAI/Module2/Phase3/maintena1.htm>

Also, there are many training opportunities for learning about maintenance programs. Most manufacturer's offer training; you can contact your local dealerships for more information. In addition, the Office of Governmentwide Policy

publishes an online training catalog. You can find it at:  
[http://www.gsa.gov/attachments/GSA\\_PUBLICATIONS/extpub/Training2000text.pdf](http://www.gsa.gov/attachments/GSA_PUBLICATIONS/extpub/Training2000text.pdf).

The maintenance courses start on page 189 in the catalog.

Another good source for fleet maintenance program information is the National Association of Fleet Administrators (NAFA). They offer several publications on maintenance programs. Their internet website is <http://www.nafa.org>. ■

## Fleet Management Reviews- Status Update!

The Fleet Management Review Template was finalized in late September and made available to FEDFLEET members. Federal Agencies were asked to review their fleet management programs and submit

a completed fleet management review by October 24, 2002. Thank you to all the agencies that submitted their fleet reviews. At press time, the Office of Governmentwide Policy (OGP) and a team of experienced fleet

professionals from the federal fleet community were reviewing the packages submitted by the various federal agencies. OGP will submit a written report of their findings to the Office Management and Budget (OMB) by the end of the year (2002). Again, thank you for your participation in this initiative. Federal Fleet Management has never been more exciting- stay tuned for more exciting times to come! Please contact Connie Aaron on 202-208-7634 or e-mail [connie.aaron@gsa.gov](mailto:connie.aaron@gsa.gov) if you need any further information. You can access the fleet management review template at [www.gsa.gov/vehiclepolicy](http://www.gsa.gov/vehiclepolicy) or [www.manageyourfleet.gov](http://www.manageyourfleet.gov). ■

## EPACT Award Reminder

Nominations for the Annual Alternative Fuels, Conservation, and Awareness Award (EPACT Award) are due by January 30, 2003. Please include the nominee's address and telephone number in the package! Nomination criteria and instructions can be seen at our website at <http://www.gsa.gov/vehiclepolicy>. If you have any questions, please contact Jacquie C. Perry at [jacquie.perry@gsa.gov](mailto:jacquie.perry@gsa.gov) or by phone at 202-501-3347. ■

## American Society of Safety Engineers Urge Drivers to Avoid Distractions

### Transportation Incidents Are The Number One Cause of On-The-Job-Deaths

**T**ransportation incidents continue to be the number one cause of on-the-job deaths in the U.S. and account for nearly 43 percent of last year's workplace fatalities. In an effort to help reduce the incidents of traffic crashes, the Des Plaines, IL-based American Society of Safety Engineers (ASSE) urges drivers to avoid distractions and drive safely, and for employers to review their vehicle operation policies.

Distracted driving is a contributing factor between 25 and 50 percent of traffic crashes, about 4,000 to 8,000 crashes daily, according to Network of Employers for Traffic Safety.

Annually, on-the-job traffic crashes result in over 2500 deaths, close to 330,000 injuries and cost employers over \$43 billion, according to the U.S. National Highway Transportation Safety Administration, and can reduce employee productivity by 40 percent. To break it down further, on-the-job traffic crashes annually cost employers about \$3.5 billion in property damage, \$7.9 million in medical care and emergency service taxes, \$17.5 billion for wage premiums, \$4.9 billion for workplace disruption (to hire and train either new or temporary employees) and \$8.5 billion in disability and life insurance costs, not to mention the

unimaginable emotional toll.

"While drivers cannot control weather or road conditions," ASSE's President Mark Hansen, P.E., CSP, said. "They can control their driving habits and should take responsibility for utilizing safe techniques. Tragedies can be prevented by avoiding driver distractions, such as the inappropriate use of electronic devices while driving."

In its 'The Use of Electronic Devices in Motor Vehicles and Safe Driving Practices' policy paper (available at [www.asse.org](http://www.asse.org)), ASSE recommends businesses take more responsibility for promoting safe driving techniques which include - 1) increasing public outreach to reinforce the fact that a driver's first responsibility is the safe operation of a vehicle --this includes school based driver education, which has been drastically reduced the past few years; 2) evaluation of employers' current vehicle operation practices and the creation and enforcement of written guidelines addressing employee use of electronic devices while driving; 3) proactive training of employees about appropriate operation of electronic devices; 4) increased research by the automotive industry and the manufacturers of electronic

and other devices that are routinely used in vehicles to improve designs and functions to eliminate driver distractions; and, 5) improved driver education -- a significant component in securing safety on the roadways and in addressing the hazards of using cell phones while driving. Driver education should include training about eliminating or at least minimizing driver distractions and to show the extreme negative impact a slight distraction can have when an accident occurs, such as death or sustaining a lifelong injury and/or brain damage.

Founded in 1911, the non-profit ASSE is the largest and oldest professional safety organization and is committed to protecting people, property and the environment. Its 30,000 members manage, supervise, research and consult on safety, health, transportation and environmental issues in all industries, government and education. For more information check ASSE's web site at [www.asse.org](http://www.asse.org).

Diane Hurns  
ASSE PR.  
1800 East Oakton Street  
Des Plaines, IL 60018  
(847) 699-2929  
[www.asse.org](http://www.asse.org) ■

# GSA has a better way!

**“Let Sleep Work for You”  
is the National Sleep Foundation’s  
Message and Theme for**

## **National Sleep Awareness Week® March 31 – April 6**

**2003 “Sleep in America” poll  
looks at impact of sleep and aging**

**D**rowsy driving causes 100,000 motor vehicle crashes a year, resulting in 1,500 deaths and 40,000 injuries.

“Let Sleep Work For You!” is the theme for National Sleep Awareness Week® 2003, the nationwide series of activities and events designed to raise awareness about the importance of regular sleep and the need to address sleep disorders. Sponsored by the National Sleep Foundation (NSF), the annual health awareness and promotion week takes place March 31 – April 6, leading up to the return of Daylight Saving Time and ending the Sunday when clocks “spring forward” at 2:00 a.m. and people throughout the country “lose” an hour of their day; too often what is lost is an hour of sleep.

The cornerstone of the Week is the release of NSF’s annual Sleep in America poll. The focus of the 2003 poll will be the impact of sleep on aging; it will be released on Tuesday, April 1.

A potpourri of events, from health fairs to consultations with sleep experts, take place in communities throughout the country during

National Sleep Awareness Week®, involving NSF’s various partners. These include:

- Community Sleep Awareness Partners® (CSAPs) – Hundreds of sleep centers join this program and plan sleep-related events in their communities during NSAW.
- Cooperative Co-Sponsors include an estimated 100 federal agencies, unions, associations and organizations helping to increase awareness of sleep issues through their own local and organizational initiatives.
- Retail Sleep Awareness Partners. Many business and retail partners prepare educational materials for their customers and join other partners in organizing events.
- Members of Congress also help educate Americans on the importance of sleep by writing op-ed pieces for their local newspapers and delivering official statements for the Congressional Record.

In addition to the poll release, other national highlights of the Week, scheduled for Washington, DC include:

- Leadership Congress on Sleep, Health and Aging, a meeting of

invited experts from various disciplines including cardiovascular, endocrine, psychiatry, and sleep medicine, who will discuss how to identify and promote the role of sleep in the diagnosis and treatment of major diseases of older persons. (Sunday/Monday, March 30 – 31). Contact: Pat Britz x203.

- The Third Annual “Night of a Thousand Dreams” gala provides the setting for NSF to present its “Sleep Leadership Awards” and the opportunity to raise funds for its education, research, and policy programs. (Monday evening, March 31, Ritz Carleton Hotel, Washington, DC). Contact: Inne Kim, (202) 338-6100, x104.
- NSF’s Public Policy and Sleep Leadership Forum trains volunteers how to advocate for sleep issues. Participants will also meet with their congressional members the next day. (Date TBA) Contact: Scott Phillips, x204.

National Sleep Awareness Week® is a registered trademark of the National Sleep Foundation. NSF will provide regular updates and information about National Sleep Awareness Week® activities on its Web site, [www.sleepfoundation.org](http://www.sleepfoundation.org).

The National Sleep Foundation is a nonprofit organization dedicated to improving public health and safety by achieving greater understanding of sleep and sleep disorders, and by supporting education, sleep-related research, and advocacy.

For more information contact:  
Marcia Stein, (202) 347-3471, x205 or  
Linda Hasman, (202) 347-3471, x217 ■

## NETS Drive Safely Work Week Campaign Targets Risky Driving Behaviors on the “Roads More Traveled”

*Drive focused, stay safe...and keep America's workforce safe on the road.*

**W**ith hectic schedules and long delays in jam-packed traffic and at blocked intersections, it seems people do everything in their cars except drive. Our nation's roadways have become more congested in recent years and drivers are experiencing anxiety, stress, fatigue, and numerous personal and work-related distractions while sitting in their vehicles. More time on the “roads more traveled” results in less time at home or the office, causing drivers to feel the pressure to multi-task just to keep up with their responsibilities. It's a certainty that with more people, driving more vehicles, more miles each year, compounded by fewer roads being built, and fewer people carpooling, driving conditions aren't going to improve any time soon.

So, it's become increasingly important for the American business community to make traffic safety a priority. One of the best ways to keep employees safe on the road is to educate them about safety and promote safe driving practices. Although more roads and more transit are part of the long-term solution to improving travel conditions, educating employees about their travel options and heightening safety awareness offers immediate benefits.

Liberty Mutual Group, Nationwide Insurance, United Parcel Service, General Motors and Chubb Group of Insurance Companies joined the Network of Employers for Traffic Safety (NETS) in Washington on October 7th to launch the 6th annual Drive Safely Work Week (DSWW) campaign. The workplace safety campaign urges all employers to focus on the risky driving behaviors associated with the “roads more traveled” and seat belt use—the single most effective action one can take against risky driving on America's roadways.

These days it's more important than ever to drive with a clear head and a sharp focus. Being well rested, alert, and attentive keeps drivers safe on the road and in a much better position to defend themselves from the drivers who do not make that choice. Driving safely on our overcrowded roadways is a demanding task that requires constant attention with little time to attend to other nondriving-related work and personal tasks.

As part of this year's campaign strategy, NETS conducted a “Roads More Traveled” telephone survey asking employees about their driving behavior when commuting to and from work and when driving for work-

related purposes. Sixty-eight percent of respondents indicated that they frequently or occasionally engaged in distracted driving, 30 percent admitted to driving aggressively or taking chances to get to work on time, and 30 percent admitted to being drowsy or sleepy while driving.

When NETS online poll respondents were asked what frustrated them during their commute or while driving for work, respondents reported great frustration with other drivers who were driving aggressively (88 percent) or distracted (38 percent) or who were not obeying traffic laws (84 percent). Eighty-three percent expressed overall frustration with traffic congestion and delays and 43 percent felt that their frustration while driving negatively affected their own driving performance.

When NETS asked employees what their employers could do to make them feel safer on the road.

- 56% said employers should set policies and provide information that encourages safe driving practices.
- 53% said employers should provide information about local road and travel conditions.

*Continued on page 14*

## **NETS from page 13**

- 52% said employers should permit flexible scheduling to allow commuting during off-peak hours
- 49% said employers should allow flexible scheduling during the workday to provide more time to drive to off-site locations.

During the DSWW press event, Mike Heembrock, Vice President of Loss Control for Chubb Group of Insurance Companies and the NETS Board Chair, issued a call to action for all employers “to implement these strategies to create a safe work environment.”

To help educate employees about the risky driving behaviors on the “roads more traveled” and combat the human and economic costs of traffic

crashes, the Network of Employers for Traffic Safety (NETS), a public/private partnership, has made drive focused stay safe ... and keep America’s workforce safe on the road, the theme for the sixth annual Drive Safely Work Week (DSWW) campaign, which took place October 7-11, 2002.

NETS makes available a DSWW campaign tool kit with safety messages, activities and camera-ready artwork to make it easy for employers to improve the driving safety of their employees. In doing so, employers provide a service to their employees, their families and the communities in which they live and work, by reducing preventable traffic crashes. Last year, Drive Safely Work Week reached millions of employees across the country with

its safe-driving messages. For more information on DSWW or to purchase the \$30 tool kit, call 1-888-221-0045 or visit [www.netsnational.org](http://www.netsnational.org).

Founded in 1989, NETS is an employer-led public/private partnership dedicated to improving the safety and health of employees, their family members and members of the communities in which they work and live, by reducing the number of traffic crashes that occur on and off the job. To accomplish this, NETS provides employers of all sizes with effective programs, policies, best practices and employer-led activities related to traffic safety, thereby helping companies to improve employee relations while reducing the cost of doing business. ■



## **USDOT, Landstar to Promote Seat Belt Use**

In support of safety, the Bush administration’s highest transportation priority, the U.S. Department of Transportation’s Federal Motor Carrier Safety Administration (FMCSA) and National Highway Traffic Safety Administration (NHTSA) joined industry to work on a joint seat belt safety initiative.

On Thursday, Nov. 21, the two federal agencies announced a new partnership with Landstar System, Inc., one of the largest truckload motor carriers in the nation. Landstar has agreed to place “Click It Or Ticket” decals on the back of at least 2,000 of its tractor-trailers to encourage all drivers to buckle up.

For more information, contact Dave Longo at: (202) 366-0456 ■

# GSA plays it safe!

## Ford Motor Company

North American Fleet, Lease,  
Remarketing Operations

Ford Motor Company  
Regent Court, Drop 6N-2A  
16800 Executive Plaza Dr.  
Dearborn, Michigan 48126

October 1, 2002

Mr. Mel Globerman  
Director  
GSA Automotive Division  
1941 Jefferson Davis Highway  
Room 604  
Arlington, VA 22202

Subject: Crown Victoria Police  
Interceptor (CVPI) Update

Ford Motor Company held a press conference on Friday, September 27, 2002 to announce a series of actions designed to make police work safer. This included an upgrade kit, optional trunk package and trunk template to help reduce the potential of fuel tank punctures in high-speed rear-end accidents by shielding key components.

### Upgrade Kit (no cost)

- Axle-mounted shields that cover the sway bar bracket, shock bracket and parking brake bolt (depending on model year).
- Fuel tank strap shields that cover a key stress area.
- A differential shield that covers differential bolts along the bottom of the differential.

Optional Trunk Package (available at a cost)

- An optional trunk package designed to help police officers carry sharp-edged, heavy equipment more safely, horizontally rather than longitudinally. This trunk package also will include a layer of puncture-resistant material and will be available to police by the end of the year.

### Trunk Template

- A trunk template – or pattern – that can be placed in the trunk to show law enforcement agencies where equipment should or should not be mounted in the trunk.

### Eligible Vehicles

- 1992 – 2003 model year Crown Victoria Police Interceptors (police duty).

### Crown Victoria Police Interceptor (CVPI) Update (Continued)

### Civilian Consumers

- Ford does not recommend that non-police duty vehicles have the upgrades performed. Non-police customers do not use their cars in the same unusual, high-risk situations that police do. Police vehicles are involved in four times more accidents than non-police. Moreover, the exposure rate for police vehicles stopped along a highway is at least 1,000 times greater than civilian vehicles.

### Technical Service Bulletin (TSB) Modifications

- The upgrade options being offered as of September 27

supersede the TSB (#01-21-14) modifications previously issued. Also, all 2003 model year CVPI vehicles ordered after September 27 will have the upgrades already installed.

- Agencies who paid for repairs under TSB # 01-21-14 will receive refunds. Agencies must provide payment documentation. Instructions will be provided in a TSB issued later.

### Parts for Installation

- Parts are not available until estimated 3rd week of October (10/21/02) and November. Police agencies will be able to register for the Service Kit for their vehicles and the Ford Dealership where they should be installed. Please see topic "Police Fleet users only – Register for the Service Kit" in the website [www.cvpi.com](http://www.cvpi.com).

In summary, the Upgrade Kits and installation by Ford dealers will be provided at no charge to customers, however, there will be a cost (information provided later) for the Optional Trunk Package.

Please contact me at: (313) 390-1262, fax (313) 337-8037 or email at: [dthomp10@ford.com](mailto:dthomp10@ford.com) if you have questions or require additional information.

*Dorothy Thompson*

Dorothy Thompson  
Federal Government Account  
Manager ■

## CDL Final Rule Toughens Penalties Against Unsatisfactory Drivers

**C**ontinuing its efforts to improve the safety of trucks and buses, the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) issued a final rule that significantly strengthens the licensing and sanctioning requirements of the commercial driver's license (CDL) program for truck and bus drivers required to hold a CDL. The rule was effective Sept. 30, 2002.

This final rule, which implements provisions of the Motor Carrier Safety Improvement Act of 1999, combines two CDL rulemakings proposed in 2001.

"These comprehensive requirements for those who want to drive trucks and buses will help ensure that our highways are safer," U.S. Transportation Secretary Norman Y. Mineta said. "Only safe drivers should operate trucks and buses, and this rule will help make that happen."

With this final rule, FMCSA intends to make the CDL program more effective in preventing dangerous truck and bus drivers from continuing to drive. It strives to improve safety by improving the performance of drivers and removing unsafe drivers from the road.

Within three years after the rule's effective date, FMCSA will penalize states not in substantial compliance with licensing and sanctioning requirements of the CDL program by

withholding Motor Carrier Safety Assistance Program (MCSAP) money. MCSAP funds provide financial assistance to states through federal grants.

The new rule allows FMCSA to prohibit states that do not comply with this rule from issuing, renewing, transferring, or upgrading CDLs and from issuing hardship licenses to truck and bus drivers who lose their driving privileges. States that comply with FMCSA CDL requirements will be permitted to issue non-resident CDLs to drivers living in states that have lost that privilege.

As a result of this final rule, FMCSA may now disqualify commercial motor vehicle (CMV) drivers who have been convicted of traffic violations while operating a passenger vehicle that result in their license being canceled, revoked or suspended, or of committing drug and alcohol-related offenses while driving a passenger vehicle. It also adds the following two new disqualifying offenses: driving a CMV after a CDL was revoked, suspended or canceled for operating a CMV; and causing a fatality through the negligent or criminal operation of a CMV.

The regulation expands the list of serious traffic violations to include drivers who fail to obtain a CDL, driving a CMV without a CDL in the driver's possession, and operating a CMV without proper class of CMV

being driven or type of cargo being transported. The regulation authorizes FMCSA's Chief Safety Officer to disqualify, on an emergency basis, CDL drivers who pose an imminent hazard, a condition that presents a likelihood of death, serious personal injury or substantial danger to the public.

The final rule requires that applicants obtaining, transferring, or renewing a CDL tell their state driver-licensing agency where they previously held motor vehicle licenses. This enables the issuing agency to obtain a candidate's complete driving record.

A new requirement in the rule creates a new endorsement. Applicants wanting to operate a school bus must pass knowledge and skills tests before receiving a CDL for that purpose. States with school bus licensing programs that currently meet or exceed FMCSA requirements may continue to test and license school bus drivers.

The Commercial Vehicle Safety Act (CMVSA) of 1986 established the CDL program and the Commercial Driver's License Information System (CDLIS) to serve as a clearinghouse and repository of CDL information and traffic-conviction data. The CMVSA also requires state personnel to ensure that drivers convicted of certain serious traffic violations are prohibited from operating a CMV.

The final rule is on the Internet and can be viewed by searching for docket numbers FMCSA-2001-9709 and FMCSA-00-7382 at <http://dms.dot.gov/>.

For more information, contact Suzy Bohnert at: (202) 493-0189 ■

## Fourth Annual Work Zone Awareness Kickoff Event to Promote Highway Construction Safety April 6-12, 2003

By Kerry Perrillo, Federal Highway Administration, Eastern Resource Center

Last year, the National Work Zone Memorial was unveiled during the National Work Zone Awareness Week event. This mobile memorial contains the names of persons killed in work zones and will be displayed at future highway safety events throughout the country. The kick-off event took place in a work zone where construction is taking place at an interchange along the Capital Beltway near Washington, DC.

### Background:

Over recent years, the number of people killed in motor vehicle crashes in work zones has increased from 789 in 1995 to an all-time high of 1,093 in 2000. Each year, more than 80 percent of all fatalities in work zone crashes are motor vehicle occupants. In addition, more than 40,000 injuries

occur in work zones each year. Education to the driving public is crucial to create awareness of the importance of obeying work zone signs and markings for both the safety of the drivers, passengers, and the workers.

"Lives will be saved immediately if motorists would simply slow down to posted limits in work zones, pay attention and follow these few basic safety tips," said Kathi Holst, president of the American Traffic Safety Services Association. "What most motorists do not realize is the majority of those killed in work zones are motorists - not the workers themselves."

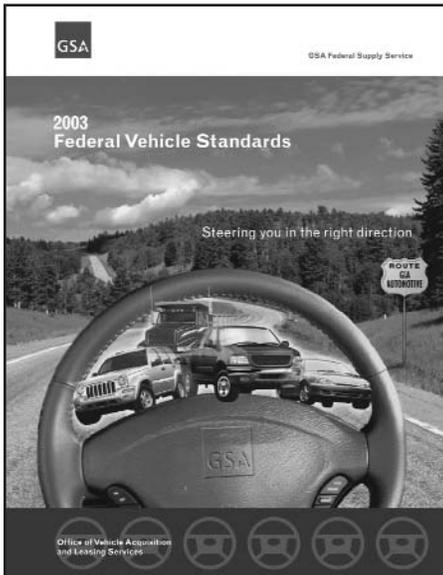
The Federal Highway Administration asks motorists to observe the orange

signs along roads that indicate work zones. The following are "Safety Tips to Live By":

- Stay alert and give full attention to the roadway.
- Pay close attention to signs and work zone flaggers.
- Turn on headlights so workers and other drivers can see your vehicle.
- Do not tailgate.
- Do not speed. Slow down to the posted speed limits.
- Keep up with the traffic flow.
- Do not change lanes in work zones.
- Minimize distractions in vehicles. Avoid changing radio stations and using mobile phones in work zones.
- Expect the unexpected. Keep an eye on workers and their equipment.
- Be patient. Remember work zones are necessary to improve roads and make them safer. ■

## Bright Lights Bother You?

The AAA Foundation for Traffic Safety has a new free brochure. It is titled "How to Handle Glare for Safer Driving at Night." It can be downloaded at [www.aaafoundation.org](http://www.aaafoundation.org). Search for the title. Or you can order up to 100 free copies by filling out the form online.



## 2003 Federal Vehicle Standards

GSA Automotives' 2003 Federal Vehicle Standards are now available. If you have not already received your copy, you can contact GSA's Centralized Mail List Service (CMLS) on (817) 334-5215 and request code: AUTO-0001.

The Federal Vehicle Standards will also be available on CD ROM upon request from GSA Automotive on (703) 308-CARS or you can download it from our web site at: [fss.gsa.gov/vehicles/buying](http://fss.gsa.gov/vehicles/buying).

The 2003 edition of the Federal Vehicle Standards will be in a 3-hole punched, loose-leaf format in lieu of a bound booklet. Therefore,

once you receive your copy, you will need a 2 1/2 inch binder to place it in for convenience and easy access.

Federal Vehicle Standards 122 and 307 have been enhanced and expanded to show side by side comparisons of what each manufacturer is offering based on GSA's minimum requirements. For all optional equipment, each manufacturer has identified whether the option is available, not available or standard on the vehicle.

Questions regarding this publication or any of our vehicle programs can be directed to Customer CARE at: (703) 308-CARS. ■

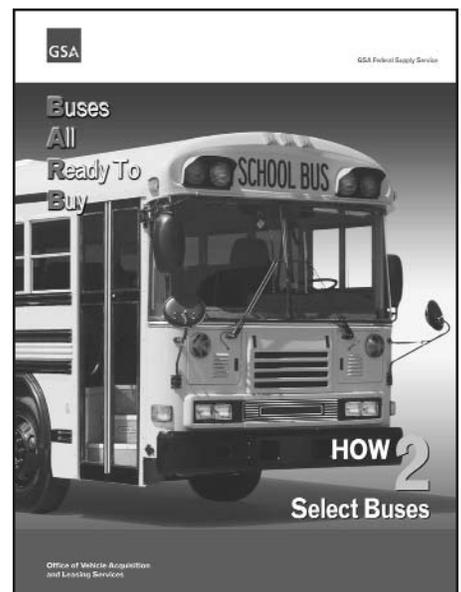
## BARB (Buses All Ready To Buy)

The General Services Administration's (GSA) Automotive Division has just produced a new "How 2 Select Buses" brochure.

The brochure includes information on things that you should consider when determining the right bus for your application. It lists the various types of buses available, along with the advantages and disadvantages of each type. The BARB brochure provides detailed charts that give the seating configurations and

specifications for each type of bus. There is also a glossary that lists commonly used terms as they relate to the BARB program.

If you would like to have copies of the BARB brochure, or if you would like information on any of our other vehicle programs, please contact our Customer CARE line on (703) 308-CARS or visit our website at [fss.gsa.gov/vehicles/buying](http://fss.gsa.gov/vehicles/buying) for additional information. ■



## Use of Global Positioning System (GPS) and Compressed Natural Gas (CNG) Vehicles Helps the U.S. Navy Postal Operations Division in Washington D.C. Keep the Mail Moving

**T**he Fleet and Industrial Supply Center, Norfolk's Navy Postal Operations Division in Washington, D.C. is reducing cost by using state-of-the-art technology. Like many fields today, mail operations has leveraged technology to speed up the processes of addressing mail, distribution, safety, and efficiency. Adding a Global Positioning System (GPS) Computerized Vehicle Tracking System (GPS-CVTS) was a natural next step in mail delivery technology. It has become an essential link to mail delivery and pickup efficiency. Management can accurately determine, in real time, the location of each of its 14 government one-ton vehicles



anywhere within the mobile radio range. This capability is made possible by placing a GPS receiver in each of the delivery vehicles. The GPS units receive signals from three or more GPS satellites to establish

location. The information is then transmitted to the management command center by standard mobile radio communications, through cellular communications or by telemetry data communication. The data is then analyzed and displayed on a computer which has GPS mapping software installed. The information on the location of a vehicle can be printed out for documentation and can also be networked to other PC workstations inside a LAN system.

Another technology breakthrough is currently used in nine of the 14 GSA leased vehicles. That technology is Compressed Natural Gas (CNG), an alternative fuel system to gasoline that reduces ozone harmful emissions.

Today's use of available technology has provided increased efficiency at the Postal Operations Division. Increased security through vehicle tracking and lower cost using an alternative fuel have helped the Navy's Postal Operations Division provide greater value to its customers and live up to the Naval Supply Systems Command's motto: *Ready - Resourceful - Responsive.* ■

### IMEAC 2003

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Questions?

Call the IMEAC helpline at 800-315-4333 or email [help@imeac.org](mailto:help@imeac.org)  
Visit the website at <http://www.imeac.org>

## Federal Vehicle Policy Division (MTV)

**T**he Federal Vehicle Policy Division's mission is to ensure the effective and efficient use of the Federal Government's 590,000 motor vehicles and the expenditure of close to \$2 billion annually on fleet operations through innovative policies, adoption of best practices, effective communication, and leading edge technologies.

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